

VIRGINIA AVIATION



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Governor's New Airport Loan Program Takes Off

Three Virginia Airports Receive Investment

The Virginia Resources Authority recently approved three loans, totaling \$48 million, to major Virginia airports in conjunction with Governor Gilmore's Virginia Aviation Loan Fund program, a key piece of the Governor's Innovative Progress commitment to transportation.

"I am committed to providing safe and affordable air travel and enhancing our great aviation system," said Governor Gilmore. "This investment is critical as Virginia's airports directly impact our ability to attract and retain business and economic development and tourists to Vir-

ginia."

Receiving the largest loan amount, \$49.5 million, is Richmond International Airport for three projects. The airport plans to build a 1,900-space, four-level public parking garage just South of the existing garages and directly across from the terminal building. The two existing garages were completely occupied by the end of 1997.

The second of the ~~two~~ projects at Richmond International Airport is to extend concourse "C" and refurbish the existing terminal and concourses. The



airport's existing concourses, "A" and "C", consist of 15 jetbridges, holdrooms, concession space, circulation area, offices and airline operations areas. These two concourses are leased out completely, leaving no room for airline expansion or introduction of new airlines. Project three is for land purchase for future satellite parking.

Norfolk International Airport received funding totaling \$1.24 million. Norfolk International has proposed to construct two facilities, a 30,000-square-foot hanger building to accommodate the new larger corporate aircraft frequenting the airport and a Ground Service Equipment maintenance facility. Norfolk International will also refinance loans for previous general aviation projects valued at (see **LOAN** cont. on pg. 4)

'ROUNDHOUSE' REPLACED

Franklin City Celebrates Opening of New Terminal

The Franklin Municipal Airport recently celebrated the official opening of its new terminal at John Beverley Rose Field with a wonderful dedication ceremony. The terminal replaces the "Roundhouse," a small building that served as the terminal since the early 1960's. The round house was known in flying circles up and down the East Coast for its unique shape and most pilots referred to stops in Franklin as "going to the Roundhouse."

Plans for the new 3,000-square-foot terminal began in 1994 when the mayor and city manager began an airport upgrading and modernization program. Funding for the terminal and general airport improvements (including a new ac-

cess road, parking lot, fuel farm, landscaping and furnishings) came from a collaboration of the Virginia Department of Aviation (DOAV), Virginia Aviation Board, local businesses, local foundations

and the City of Franklin. The Federal Aviation Administration participated in obstacle clearance and the ramp overlay.

The airport was commissioned by the Commonwealth in 1936 and is a part of the Virginia Air Transportation System.

(see **FRANKLIN** cont. on pg. 7)





Director's Corner

We'll Show You the Money!

Virginia Revolving Loan Fund

Sponsors should apply for a loan through the Virginia Airport Revolving Loan Program *regardless of the amount* they want to borrow.

Despite recent rumors, the Virginia Resources Authority (VRA) is looking for small loan projects. So if you've been thinking about new T-hangars or anything else that state and federal dollars won't completely cover, you should consider a loan to pay for the entire project or at least that portion not covered by public grants.

As I visit airports around the Commonwealth, I recognize a need for hangars at some. Hangars are probably the best source of income an airport will realize next to fuel sales. Besides that, hangars will always attract new aircraft to your airport which translates to revenue for commercial service vendors and fees to the airport itself.

Of course, most hangars require a long term investment and really don't bring in the big bucks until they're paid off. If you represent a public use airport and are interested in a loan for hangars, remember that Virginia Aviation Board policy provides a cost share (a grant) for hangar site preparation which reduces the overall cost significantly and just might make them financially attractive.

The new airport loan fund is relatively

easy to apply for and is very competitive in terms of rates and fees to the borrower. This isn't an ad for VRA loans, it's an ad to encourage the continued development of Virginia's airports. The best airports in the country!

If you want more information contact the VRA in Richmond at (804) 644-3100. Tell the receptionist that you would like to discuss the possibility of an airport loan. It never hurts to ask.

Virginia Financial Assistance to Airports

Sponsors should apply for state financial assistance regardless of the fund balance.

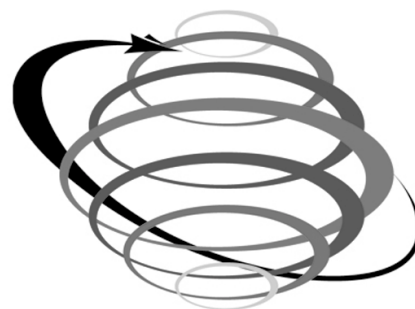
We have noticed lately that airport sponsors are reluctant to request mid-year state funding because they believe that all the funding has been allocated. This is not exactly true. It is true that the Board's discretionary fund balances in each category (air carrier/reliever discretionary and General Aviation discretionary) are generally pretty low.

But, more often than not, we find funding through our fund management initiative which was directed by the Virginia Aviation Board. Fund flow management requires the Department staff to maintain a continuous vigil on tentative allocations that are not being placed under grant in timely fashion. It involves our asking an airport to return their Board-awarded tentative allocation so that it can be reallocated to an airport with a project that is ready to invest.

This fund management concept is working so far and is allowing the Board to move tentative allocations to their highest and best use throughout the airport system.

In case you're wondering, those airports that have returned funds are finding that they can retrieve funds when they really need them, so the initiative helps everyone at one time or another.

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Airports Revolving Fund Makes Inaugural Loans

By: "Money Man"

Robert Lautenberg, Executive Director
Virginia Resources Authority

The Virginia Airports Revolving Fund, an initiative of Governor Jim Gilmore in the 1999 Session of the General Assembly, has now cleared the runway. Closings on the Fund's first loans will take place on February 1 for three airports: Dinwiddie, Norfolk, and Richmond.

The Airports Revolving Fund is the first of its kind in the United States and an important asset for Virginia airport operators. It was created because the Governor and General Assembly wanted to incorporate airport infrastructure into the Commonwealth's economic development strategies.

In recent years, Virginia has been one of the most aggressive states in the nation in seeking out and attracting major employers and business expansion projects. Virginia has much to offer, including its unusually convenient access to both commercial and general aviation airports throughout the Commonwealth. But many of these facilities are in need of modernization and expansion to accommodate additional airlines and passengers and meet the needs of corporate and private pilots.

The Airports Revolving Fund is an important new vehicle for helping airports finance capital projects at below-market

interest rates. Interest rates in this first round will be in the 4.5% range for 20-year loans. Talk to your colleagues in other states and you'll find Virginia airport operators – with their access to this generous program – are the envy of the aviation community.

Among the first round of projects that were approved for funding by the Virginia Aviation Board are the following:

Dinwiddie: Terminal and associated construction and land acquisition (\$770,000)

Norfolk: General aviation hangars and a maintenance facility (\$1.2 million)

Richmond: Terminal expansion (\$20.8 million); parking garage facility and land refinancing (\$28.7 million)

In the next round of applications, VRA anticipates having approximately the same amount of money to lend as it did this time. Future rounds of lending in 2002 and beyond will depend on whether the General Assembly continues to appropriate funding for this program.

All applications were approved in 2000. Are you preparing to take advantage of this program in 2001?

For more information on the Virginia Airports Revolving Loan Fund, contact Michelle Schlager at Virginia Resources Authority, 804-644-3100.

VIRGINIA AVIATION BOARD ALLOCATES FUNDS TO STATE AIRPORTS

Five Airports Receive Tentative Allocations

At its bimonthly meeting held in Richmond, the Virginia Aviation Board (VAB) approved tentative allocations to five of the Commonwealth's airports from the Commonwealth Airport Fund for projects valued at \$134,900. Receiving one of the largest allocations was Orange County Airport in the amount of \$84,385 for runway 7-25 safety area improvements (design) and for T-hanger access/taxilanes (design). Other airports receiving tentative allocations from the VAB were:

- Mountain Empire in the amount of \$12,296 for perimeter fencing (design/construction) and updating the airport's SPCC plan;
- Hummel Field received \$29,489 for aviation easement;
- Chesterfield County Airport was awarded \$8,728 for passenger lock for pedestrian gates and hanger access card readers.

The Virginia Aviation Board has eight members representing seven regions. The Board approves funding requests brought to it by the Virginia Department of Aviation, a state agency working to support and promote commercial and private aviation interests in the Commonwealth's 69 public-use airports.

AMERICAN EAGLE TO OFFER REGIONAL SERVICE TO CHICAGO

American Eagle, the regional affiliate of American Airlines, recently announced that it will offer three daily round-trip flights between Richmond International Airport and Chicago's O'Hare International Airport starting January 4.

Earlier this year American Eagle began offering round trip flights to Boston and New York and these new flights to Chicago are part of American Eagle's continued expansion in Rich-

mond. American Eagle is continuing the regional jet increase at Richmond International.

This year, US Airways, Delta and Continental also started offering new flights on 50-70 passenger regional jets (RJ's), as opposed to the dual-propeller aircraft. Some flights are still being flown with the dual prop aircraft, but these new RJ's -capable of cruising up to 519 mile per hour at an altitude of 37,000 feet- are cost-efficient for the

airlines, more attractive to the passengers and eventually make dual-prop aircraft almost obsolete.

American Eagle has planned for departures of 10:14 a.m., 3:15 p.m. and 7 p.m. from Richmond to Chicago. United Airlines and Continental currently serve the Richmond-Chicago market. Daily service will be available, but some flights won't run on weekends. For more fare information visit American Airlines' website at www.aa.com.

LEGISLATIVE RECEPTION HELD

The Virginia Aviation Trades Association (VATA) recently held their annual Legislative Reception at the Library of Virginia in Richmond. This annual event, co-sponsored by the Virginia Airport Operators Council, Virginia Aviation Board, Washington Airports Task Force and the Virginia Transportation Safety Board, allows the Virginia aviation community and many of Virginia's Senators and Delegates to meet to discuss important aviation matters.

The reception had a outstanding turnout and as in past years it was co-hosted by Senator Charles J. Colgan and Delegate Frank D. Hargrove.

Aviation World's Fair, Inc., CEO Tom Kallman spoke with those in atten-

dance about the Aviation World's Fair 2003. This was a great opportunity to muster additional support for the international centennial celebration of man's first powered and controlled flight, which is to be held April 7-27, 2003 here in the Commonwealth, at Newport News/Williamsburg International Airport.

Also on hand to support the occasion were Secretary of Transportation Shirley J. Ybarra and Secretary of Commerce and Trade Barry E. DuVal. Displays were set up by the Department of Aviation, The Wright Experience, the Virginia Air and Space Center located in Hampton and the Washington Airports Task Force. Thanks to all those who helped with another successful reception.

VIRGINIA AND NORTH CAROLINA OFFICIALS MEET



Aviation World's Fair 2003 Discussed

At a recent meeting in North Carolina, the North Carolina Aeronautics Council endorsed working with the Virginia Aviation Board and Department of Aviation officials on the Aviation World's Fair 2003. The North Carolina council agreed that the event will dovetail nicely with the anniversary of the Wright brothers' first flight.

Also attending the meeting was Tom Kallman, CEO Aviation World's Fair, Inc., who spoke to the Council about the fair and what benefits it would have for North Carolina. "From space, there is not a line between North Carolina and Virginia and that's what this meeting is about," said Kallman.

The 21-day international event is the premiere centennial celebration of flight and will take place April 2003 at Newport News-Williamsburg International Airport. One of the main missions of

the fair is to pay tribute to Orville and Wilbur Wright, who flew the first powered aircraft successfully at Kill Devil Hills, NC on December 17, 1903.

One of the many attractions at the fair will be bus rides to Kill Devil Hills and the Wright Memorial, the actual sight of the brothers' historic first flight. During the ride to the memorial, attendees will view a video focused on the evolution of aviation and during the ride back to the fair they will view a video on the future of aviation.

With the short proximity of Newport News and Kill Devils Hills this is a wonderful way for fair-goers to get the full understanding of the Wrights' magical moment.

For more information concerning the Aviation World's Fair 2003, please visit their web site at www.aviation-worlds-fair.com or call (201)251-2600.

DOAV Winter Workshop Scheduled

The Winter Workshop sponsored each year by the Virginia Department of Aviation (DOAV) was held on Tuesday, January 30, 2001 at 1:30 p.m. and ended early afternoon on Wednesday January 31. It was held at the Omni Hotel in Charlottesville. The Virginia Airport Operators Council (VAOC) hosted a luncheon on Tuesday to starting of the Workshop. The focus this year was on the following items:

- Airport Revolving Loan Program
- New Advisory Circular on Minimum Standards
- Stormwater Management
- Effective Lobbying
- Deer and Wildlife Control

There was no cost for the workshop and as encourages by the DOAV, many airport sponsors and managers attend this informative workshop. Thanks to all who helped during another successful Winter Workshop.

(LOAN cont. from pg. 1)

\$1,039,000.

Finally, Dinwiddie County Airport will also receive loans totaling \$770,000. The airport desires funds for the local share of three projects including terminal construction, rehabilitation of runway 05-23 as well as land acquisition and easements/obstruction removal.

The Virginia Airports Revolving Loan Fund was set forward by Governor Gilmore and approved by the General Assembly in the 1999 Session to provide a low-interest source of funds to assist publicly owned, public-use airport sponsors with capital projects that could not be financed with grant-in-aid from the Commonwealth Airport Fund.



www.aviation-worlds-fair.com

THREE NEW EMPLOYEES LAND AT DOAV

The Department of Aviation (DOAV) recently had a few additions to our team. The first of our new employees will join the Public Relations division and our second new employee will be the agency in-house Information Technology Engineer.

Ms. Olivia Dickerson is a Richmond native and a recent graduate from James Madison University. She received a B.A. degree in Speech Communication concentrating in Public Relations and Marketing. After graduation Olivia spent five months at Barber Martin Advertising Agency as a New Business Development and Public Relations Intern.

Some of her responsibilities at the Barber Martin Advertising Agency included prospect analyzing, internal and external communication activities, RFP response research and preparation, public relations campaign development, and special event planning and management. Olivia has worked on accounts such as Avalon Natural Spring Water, Heilig-Meyers, Husky Hardwood Floors, Luck Stone Corporation, and the Virginia Lottery.

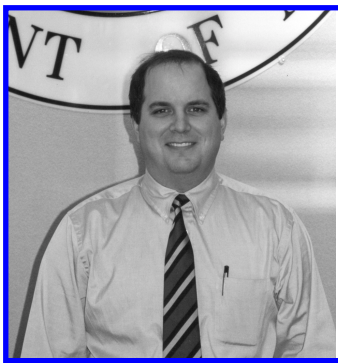
For the DOAV she will be a wonderful addition to our Public Relations Division helping with many of the functions the Agency participates in. Please take time to welcome Olivia to the DOAV team.

The second of the new employees is David Simmons who will handle Information Technology.



New Public Relations Assistant Specialist, Olivia Dickerson.

Born and raised in South Carolina, David graduated in 1986 from The Citadel with a Bachelors of Science in Civil Engineering. His first position after graduation, was with Sverdrup Corporation as an engineering management consultant to the Ari-



New IT Specialist David Simmons.

zona Department of Transportation.

Following subsequent assignments as a management consultant and highway designer with Sverdrup in Virginia Beach and Falls Church respectively, David accepted a commission with the National Oceanic & Atmospheric Administration (NOAA) Commissioned Corps in 1990.

During his tour of duty with NOAA, as part of the federal charting and mapping program, David participated in and subsequently lead hydrographic, photogrammetric, geodetic, and airport surveys of the nations waterways and airports throughout the U.S. and its territories around the world. It was also during this time period that David first became directly involved with information technology and computer systems development and administration.

After his discharge from NOAA in 1996, David held positions of responsibility within the Virginia Department of Transportation as a highway designer and ultimately as the Materials Division's Information Technology Manager. It was during this time period that David's role formally changed from civil engineer to information technology specialist. However, with a strong background in civil engineering and graduate studies in business administration, David has never lost sight of the role of improving productivity with technology.

Having started with the DOAV in November of 2000, he has been very busy transitioning into his new position, but he looks forward to working with the Department's customers to achieve the common goal of enhancement of Virginia's Air Transportation System.

The last of our new employees at the

DOAV is Andrew Cole. Andy is the most recent addition to our staff of pilots.

He grew up on a farm in Mid-Western Ohio and graduated high school in 1970. Andy attended Michigan State to stay out of the Vietnam War, but he began to understand that it seemed futile to avoid the draft so he enlisted in the Navy before graduating.

Andy then met his wife Susan, at Moffett Field, California (San Jose area), and were married in Lake Tahoe in 1977. Andy was accepted into flight training for the Navy in January of 1980 and April of that same year he was in Officer Commission School (OCS). Officer and a Gentleman was being filmed at that same time and it was a mirror image of the company Andy was in.

Andy graduated with his Wings in April of 1981. After serving as a pilot in the Navy for 16 years, Andy retired in 1997 from Shore Duty, so he wouldn't have to go on another cruise. He then became a pilot for a development company out of Chesapeake for about two years before coming to the DOAV as a pilot.

He and Sue have twin boys both in the Army and graduates of the Virginia Military Institute (VMI), a daughter that works for American Carnivals Inc. and youngest son is a Junior at Tall wood High School in Virginia Beach.



New Pilot Andy Cole.

The DOAV would also like to welcome Tereasa Allen back to the agency. Tereasa worked for the DOAV from June 1994 to October 1998 as the Procurement Officer. We are very happy to have her back with us, filling the position of Buyer Senior, which she held while the DOAV during her first tenure.

VIRGINIA TECH STUDENTS PLAY ROLE IN MOUNTAINTOP AIRPORT DESIGN



Reprint: Virginia Tech Engineers Forum Magazine

The town of Grundy in southwest Virginia is facing an interesting economic problem, as its supply of marketable coal is depleting. The solution that the town manager and others, including some Virginia Tech civil engineering students, have identified could probably be labeled in the "creative genius" category.

Chuck Crabtree, town manager of Grundy, says that they are investigating the possibility of leveling the top of a mountain that was previously in a mining operation, and building a 7,500-foot airport runway. The facility would be used for servicing commercial aircraft. To perform the work, miners from the Grundy area would be retrained as aircraft mechanics.

"To survive in a field of dreams for economic development, this airport is a must," Crabtree says.

The main intent behind building the airport is job creation.

There are three major partners in this endeavor: Grundy, Rapoka Energy Co. and the Division of Mines. Each of the three partners has a problem that can be solved with the airport. "Grundy needs jobs, Rapoka needs coal and the Division of Mines needs the land to be reclaimed correctly," Crabtree explains. As the coal reserves are depleted in southwest Virginia, the opportunities for jobs will dwindle. Remining existing coal mines is not feasible economically for the coal companies.

"If any one of these partners wanted to create an airport of this size, the cost would be out of line," added Crabtree.

"And since the federal government has funds for the retraining of coal operators, it makes sense to retrain them into aircraft mechanics who could continue to work in this area. We would create an industry on this site to maintain aircraft."

The specific mountain ridge that they hope to use lies between Brakes Interstate Park, nicknamed the Grand

Canyon of the South, and Grundy. The facility would be called Brakes Interstate Regional Airport, and it would service Buchanan and Dickerson Counties, as well as nearby areas in Kentucky and West Virginia.

One of the first steps for this proposed project was to conduct a feasibility study. Enter the Virginia Tech civil and environmental engineering students. Six of Professor Toni Trani's transportation students conducted an analysis on the need for the airport as well as the facility's requirements such as wind analysis, runway length, taxiway width, runway safety, etc.

Trani estimates that a similar study conducted by an engineering firm would have cost Grundy between \$50,000 and \$100,000.

The students sought to optimize the safety, efficiency, and effectiveness of a new, larger airport. They geographically represented the anticipated facility, as well as forecasted the future volume of aircraft and types of use for the facility. They also attempted to set the stage for a maintenance facility to provide area employment. The students who participated were Jen Amaral, Anna Barnes, Sean Kiely, Jason Musselman, Josh Orndorff and Stuart Sutton.

Crabtree and Mark S. Goff of Rapoka attended the students presentation held during a class period. He praised the students for their work, as well as Congressman Rick Boucher who has been seeking federal support for the idea.



NOTAMs...



Congress has included a new Instrument Landing System (ILS) at **Newport News/Williamsburg International Airport (NNWIA)** in the fiscal year 2001 Transportation Appropriations bill. Currently, NNWIA has two instrument landing approaches, a precision approach to runway 7 and a non-precision instrument approach to runway 25. The new ILS will allow a third instrument and a second precision instrument approach to NNWIA.



AOPA members can now view and download, free of charge, all current government-published instrument approach charts. Some 9,400 NACO (formerly NOS) instrument procedure charts, including instrument approach procedures (IAPs), standard terminal arrivals (STARs), departure procedures (DPs, formerly SIDs), and all U.S. change notices are available at www.aopa.org/members/airports/. The charts are updated according to the aeronautical charting cycle and are current for instrument flight.

LETTERS TO THE EDITOR

Starting with the next issue of the Virginia Aviation newsletter there will be a new section called "Letters to the Editor." We want to allow our readers a chance to voice their opinions and concerns on any aviation issues.

Please feel free to submit any letter by e-mail to sdye@doav.state.va.us, fax to (804) 236-3635 or send to: Virginia Department of Aviation Newsletter Editor 5702 Gulfstream Rd. Richmond, Virginia 23250.



Airport Manager Kent Marshall unveils a painting of the "Roundhouse" that will hang in the new terminal.

(Franklin cont from pg. 1)

In 1941, the U.S. Navy took over the field, paved the grass runway (14/32), built a new runway (14/22) and commissioned it NAAS FRANKLIN (Naval Auxiliary Airfield Station). The carrier aircraft were stored and maintained here for the ships being constructed and repaired in Hampton Roads. In 1944, runway 9/27 was constructed. At the end of the war, the field was declared surplus and offered to Isle of Wight County which turned down ownership. It was then offered to Franklin which accepted the purchase offer and maintains ownership today.

The airport was renamed John Beverley Rose Field in October of 1964 in honor of the late Captain John Beverley Rose, who was killed in a helicopter crash in June of that year.

Today, the airport averages 30 take-offs and landings per day, year-round and serves as the base for 19 aircraft. The new \$300,000 terminal is unique in that it was designed "by pilots, for pilots" and continues to be a favorite stopping point

for flyers up and down the East Coast.

Featured speakers at the dedication ceremony included DOAV Director Kenneth Wiegand. "These smaller airports, such as Franklin Municipal, are wonderful economic tools," said Mr. Wiegand. "This new terminal will serve air medical, law enforcement, light cargo, charter services and agriculture, as well as be the first impression of what the City of Franklin has to offer for establishing new business."

Franklin Airport Manager Kent Marshall echoed Mr. Wiegand's statements and pointing out to the runways saying, "what you see out there is three of the shortest highways in Franklin...highways to the world."

F. Reid Ervin, who served as the executive officer of NAAS FRANKLIN during World War II also spoke about the tremendous significance this airport served during the war efforts. Local legislators, members of the DOAV staff and the family of John Beverley Rose were also among those in attendance at the ceremony.



The Grand Opening ceremony had a terrific turnout to celebrate the opening of new terminal.

EVENTS...



February 6, 2001 Aviation Safety Education Seminar will take place at the Accomack County Airport, from 7:00-9:00 p.m. Seminar includes "Runway Incursions" presented by Maury Dacey, Inspector Richmond FSDO. Attendance at the seminar fulfills one of the requirements of the Pilot Proficiency Award Program (Wings Program). The seminar is sponsored by the Virginia Department of Aviation, Richmond FSDO and Accomack County Airport. For more information contact Dixie McVey at (757) 787-4600.

February 13, 2001 Aviation Safety Seminar will take place at the Virginia Aviation Museum in Richmond. The seminar is sponsored by the Virginia Department of Aviation, Richmond FSDO and the Virginia Aviation Museum.

February 13, 2001 Virginia Aviation Board meeting workshop. Scheduled at Bridgewater Airpark, for more information please call (804) 236-3637.

February 14, 2001 Virginia Aviation Board meeting. Scheduled at the Hilton Richmond Airport, for more information please call (804) 236-3637.

February 24, 2001 IA Renewal (Inspection Authorization) Maintenance Seminar will take place at NASA Langley Research Center. The seminar is sponsored by the Virginia Department of Aviation, Richmond FSDO and NASA Langley Research Center.

Submit upcoming event information to:
 Newsletter Editor 5702 Gulfstream Rd
 Richmond, VA 23250-2422
 Or call (804) 236-3631; fax (804) 236-3635

NEW AIRPORT MANAGER NAMED AT MANASSAS REGIONAL

Chris L. Jenkins
Washington Post Staff Writer

Filling one of its few major job openings, Manassas officials announced the selection Wednesday of Juan E. Rivera as the city's new airport manager.

Rivera will replace Bruce Lawson, who served as manager for five years before stepping down Dec. 1. Rivera, who most recently was director of Leesburg Executive Airport, was selected from several dozen applicants, said Manassas City Manager Lawrence D. Hughes. He said Rivera was one of only a handful of people who were considered for the job and interviewed.

"Mr. Rivera's airport management experience and qualifications will add much to the success of the Manassas Regional Airport," Hughes said.

"His successful experience working with the Federal Aviation Administration and the Virginia Department of Aviation will be a great asset," he said.

The selection comes as the airport continues to conduct two studies to meet

federal requirements and further develop the 700-acre property. Federal Emergency Management Agency officials are preparing a development and environmental assessment on airport grounds. The study will likely cost about \$70,000 and is scheduled to be completed by Aug. 31.

During Lawson's tenure, Manassas Regional Airport opened a \$4 million ter-

minal, constructed a new main roadway entrance and bought additional land at the end of the main runway. Lawson announced his resignation in late November.

Manassas Regional Airport was first established 70 years ago on a swath of then-farmland on Sudley Road, now the location of Manaport Plaza Shopping Center. By the early 1960s, more room was needed as the city grew, forcing Manassas to purchase land in 1964 at the airport's current location.

The Manassas airport serves largely corporate jets and small private planes. Takeoffs and landings topped 130,000 during the first seven months of 2000.

Rivera, of Hamilton, held the Leesburg position for five years. He had been the airport manager in Hanover County, Va., and Lancaster, Calif., serving for two years each. Rivera will start the Manassas job, which pays \$80,000 a year, Jan. 16.



Juan Rivera was the 2000 Virginia Airport Manager of the year.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.state.va.us.



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